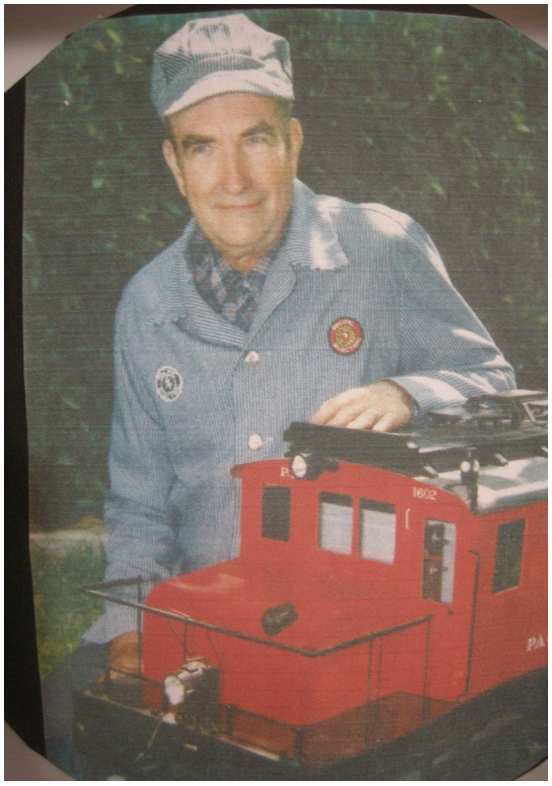
MMR_0246 David Cox (pictured 1990s) EARNED ALL 11 AP CERTIFICATES



My model railroading started like many others with a Lionel "O" gauge train set for Christmas back in 1941 when I was 5 years old. But I did not like it as it did not look like the prototypes.

Even when my Dad added some over-scale red lights to the caboose, it still did not look right. When I was 10, I received another train set that was a lot more like the prototype, but the loco was a Pennsy and not like the SP that I was familiar with.

My scratch building began about that time when I saw an article on building a sand car in a magazine. I thought I could build it. I purchased some bass wood and started cutting and gluing. When it was completed, I purchased a pair of Lionel trucks from my local train store and added the car to my fleet.

My other modeling consisted of building an "O" gauge model city in my backyard. The streets were constructed of cement and featured lane markings and traffic signs.

The city had a street encircled plaza with live trees in it. They grew from discarded apricot pits. OK, so how is a 10 year old kid going to do this by himself? Well I had the time after school and during the summers and there was an unused 10 x 20 foot plot of dirt in the backyard.

I got my Dad to buy a sack of cement powder and a bucket of sand. I used a war surplus steel helmet to mix the cement in. My Dad at the time was a salesman for a traffic sign company and his old catalogs were filled with "O" scale size pictures of traffic signs.

The city had home made street lights that were powered through overhead lines from an old Lionel transformer. There was even a working water system built from old bed headboard tubes connected with pieces of garden hose and supplied from a bucket hung on a fence.

Small tubes were inserted into the hose connectors to act as hydrants and these were plugged with corks. All of the water lines were buried with the "hydrants" sticking up through the cement sidewalks. Unfortunately, this was all destroyed when I went to college.

The quest for MMR did not start until many years later. I was involved with my local NMRA division, first as a visitor, then a volunteer and finally as an officer. At first I thought my modeling was not good enough for the Ahievement Program, but when I received my first Merit Award for a scratch-built Pacific Electric depot, I re-read the requirements for MMR and found that you did not have to be a perfect modeler, but only an average one.

I then started to mass produce PE and Los Angeles Pacific structures, freight cars, passenger cars and motive power. With a layout under construction I easily qualified for several more certificates for civil, electrical, and scenery.

By 1996, I had completed seven certificates and qualified for my MMR, but only received a few lines of credit in the Bulletin. When I complained I was told that the Achievement Program was only allowed a limited amount of space each month.

Four years later, I completed the remaining MMR requirements by earning certificates for: official, author, prototype model, and dispatcher. Again, I was disappointed with the lack of recognition as there was no mention anywhere.

When I inquired, the NMRA President at the time said he would mention my accomplishments in his column and mail me a plaque.

Those few of us who have obtained all of the certificates for MMR used to be recognized with an asterisk after our name on the listing, but apparently that has changed.

Although I am now in my late 80's, I still scratch-build models. I build models of historic fire stations in HO scale, for the city and county fire museums. Over the past fourteen years, I have built almost 200 models. I still build and operate 1 1/2" scale models both in my backyard layout and at a club layout.

Dave Cox MMR 246

PLEASE READ FOLLOWING PARAGRAPHS NEXT PAGE

NOTE: From John Coy (MMR 730) written on June 24, 2024.

I think it was terrible that the MMRs from numbers 240 through 280 barely got acknowledged, if they got acknowledged at all. Mentions prior and after have been exceptionally better.
I feel especially bad for David Cox, who is one of the very few MMRs to earn all 11 certificates.

CONGRATULATIONS to you David! Because of Gordy Robinson, our current (2024) NMRA President, your story will be online and easily accessible to all from this moment onward!

The official online MMR Master Listing, beginning in April 2024, had a MAJOR UPDATE.

Every attempt is being made to "connect" each MMR name with their bio/story or information written about the MMR and a picture(s), if one can be found.

Thank you to Gordy Robinson for allowing me to take on this project so that the legacy of people earning their MMR won't be "lost."